



Official Publication of The Minnesota Transportation Museum, Inc.

MINNEGAZETTE

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NOVEMBER-DECEMBER 1975

ABOUT THE COVER: All is back to relatively normal on the Como-Harriet Car line. After a long, hard, winter of rework and reconstruction; retrucked Car #1300 again carried thousands of happy patrons this past season. And, the Como-Harriet restoration effort continued with line and operating crews busy with track, overhead, switch and maintenance work throughout the line. Painting and landscaping also progressed slowly but surely. Our cover pix, taken from the Linden Hills Blvd. overpass, shows MTM crew members and equipment going about the business of running the Como-Harriet. In this particular instance we witness the "changing of the guard" during the weekly Saturday routine; work crews with speeder and line car, having completed their duties, give way to car #1300's operations crew commencing in late afternoon. (No, the hard hat is not arguing with the conductor, and the speeder crewman is not reaching for a heavy wrench!) The ancient traditions of street railway practice, as well as the sights and sounds of yesteryear are carried forward on the Como-Harriet line.

THE PRESIDENT'S MESSAGE ---by George K. Isaacs

I NEED HELP!!!

The Museum has now received the Soo Line's bill for work performed on car #1300's power trucks. Frankly, I was astounded by the amount, \$9,681.11! This bill was completely itemized and represented payment of out-of-pocket costs by the Soo to do the very necessary restoration work. It should be pointed out that there is no profit or shop overhead included in this billing!

The cash position of the Como-Harriet Streetcar Line at this time is such that we can only cover half of this bill. We need the help of all concerned members and friends to generate capital required and to determine who will go out and actively solicit funds from business and foundations. If you are willing to help, please call me at 484-7512. The MTM and the C-H Line need you, now!

I also wish to take this opportunity to thank those MTM members who responded to our last appeal for funds for #1300's trucks. You contributed a total of \$2,345.00 at that time -- it helped so very, very much. And now for the good news

Good News-----our 700 Ft. C-H Northern extension is approved!

At the October 1st. meeting of the Minneapolis Park and Recreation Board, the following was adopted and given approval;

"That the Board approve the extension of the Lake Harriet trolley to a distance of approximately 700' from its present ending, as shown on the attached drawing, with the understanding that grades, precise alignment and location of poles be subject to the approval of the park engineer and that staff be authorized to negotiate a new lease for the extension of the trolley corridor with the Minnesota Transportation Museum."

President's Message (cont.)

This extension (solid line) will take us to station 3450 feet (as shown on the map in this issue) which is in the vicinity of the present archery range target butts. Archers please note that this will not interfere with archery activity!

As a result of our meeting with Mr. Ruhe, Park Superintendent, the MTM has abandoned its plan to actually cross Richfield Road, (Xed line). But, instead, will extend to a point opposite our originally proposed terminus---but, on the East side of the Road! This route, as yet to be determined, is indicated by the dashed line on the map. We will still have the same turntable and siding facilities as previously proposed. Note also, that we will now be authentically restoring our trackage along and on the original TCRT right-of-way.

Your volunteer efforts during the upcoming 1976 construction season will help to fulfill MTM's promise to the riding public for a longer ride down the old memory lane. When our vice-president of operations next calls on you to help, please say 'yes' and show up on your scheduled work day.

COMING SOON ---ELECTRIC RAILWAYS OF MINNESOTA

MTM's great new book "Electric Railways of Minnesota" is now ready for the printer. The volume will consist of 558 pages, 692 photos, 45 detailed maps and 25 separate diagrams, plans and timetables. Thus far expenses have been kept to a minimum and have been handled through loans from various MTM members. However, prior to actual press-time, MTM must commit to an estimated publication cost of \$25,000. This is a sizeable investment; and we have thus far received loan pledges for \$22,500, leaving us only \$2500 short of our goal. So, we are asking members and friends to help get our great book - over 10 years in preparation - on the market and into libraries everywhere. We wish loans in increments of \$500.00. Loans will bear interest at 6% per annum. It is anticipated that sales during the first year will permit repayment of all loans. Please let the Book Committee know of your interest as soon as possible. Help today! Please call Norm Podas at 588-9643.

VEHICLE RESTORATION ROLLS ON AT COMO SHOPS

The Como Shop gnomes convene every Wednesday evening from 7 to 10 p.m.! Since September, work has been progressing on three vehicles simultaneously; our newly-acquired triple combine, Locomotive #100, as well as streetcar #265. We have had a good loyal turn-out, and we expect to accomplish a great deal during this winter work season.

The floor and underframe of streetcar #265 are nearly complete. Several window posts and frames, and new stair wells are being manufactured. Work has also begun to refinish the clerestory woodwork, and we expect the car to enclose soon. Trucks, compressor, piping and wiring also must be completed if we are to inaugurate the car as Minnesota's second rapid transit vehicle during the 1976 Bicentennial celebrations.

Vehicle Restoration cont.

A small but enthusiastic group has cleaned the new triple combine's interior, and are replacing ceiling fans and lights. They have begun preparing the exterior for new paint and soon will replace all broken glass. Our foxy electricians have modified the car's power system so we can use conventional wall current for light and heat during the coming winter. With not too much work, this car can be made ready by next spring for some as yet undetermined recall to passenger service.

Bob Renz, Bill Cordes, and Bob Clark have made remarkable progress with Locomotive #100, and it also should be restored completely by mid-1976. Most importantly, we must attract new faces to the restoration program, if it is to be a continued success. We would like to involve enough people in this work so that it does not impose unduly on anyone's time or obligations. Please call Bill Graham if you can spare one or more evenings per month working on one of these nifty historic vehicles. Please ---- let us hear from you.

Bill Graham
Vice President-Vehicle Restoration

WORK CREWS CONTINUE AT LAKE HARRIET

To the dismay of some, our long anticipated northern extension did not start quite as soon this summer as we had hoped. There was and still are many other tasks that desperately need to be accomplished -- and our crews have continued to faithfully work on them awaiting the big move north. After settling had occurred, the switch was re-tamped at 42nd St. The siding was completed and #1300 even made a trial run over it with the aid of our flexible trolley bus pole! (The electric line is not yet installed over the siding). The track bolts have been tightened along the entire line. And, the usual weed cutting, grass trimming and tree grooming was continued. In September, our crews temporarily moved the track out of the way under Wm. Berry Bridge to prepare for the grading up to the "pipe" to kick-off our northern extension. This area will be graded this fall and the pieces of "snap track" relaid. Anticipating a continuation of our great fall weather, we will continue our work sessions at Lake Harriet on the first three consecutive Saturdays in November. We should be able to get a good start on our northern extension during these late sessions, and I hope you all will help our start north by attending a session or two. Those members who, in the past, have not participated in our work projects, might like to put in at least one Saturday in November. There is always plenty to do and there are many tasks that don't require the ability to lift heavy objects. Let's do all we can to complete the year on a high note. If you have questions, please contact me at 645-3333. Thank you.

Scott Heiderich
V-P Operations

*this is the overflow/equalizing water pipe between lakes Calhoun & Harriet
MTM er's, WE THOUGHT YOU WOULD ENJOY THIS ONE!

From, SPECTRUM

I'M Nicholas Van Hoffman.

One day last summer something called a "light rail vehicle" rolled out of a Boeing factory and onto the streets of Philadelphia. The LRV, to give the light rail vehicle a moon technology name, was, in fact, a trolley car. This was the first trolley car to be manufactured in the United States since 1952 and the first one of new American design since 1936.

LRV cont.

Out in Portland, Oregon, a state that frequently displays more sense than the other 49, they've been negotiating with Toronto, Canada, to buy 15 old streetcars. Seattle, Washington has a study underway to see if it should build an LRV system for its downtown area. Other cities that have been toying with the idea are Austin, Texas; Dayton, Ohio; Madison, Wisconsin; Rochester, NY.

Trolleys fell into public disfavor after the oil, tire, and auto industries were successful in convincing the public that they were old-fashioned nuisances. The poor things were accused of clogging traffic, being inefficient, and generally undesirable. Actually, trolleys didn't clog traffic. A proper trolley has to stay on its tracks and therefore is less likely to impede the flow of traffic than buses, cars and trucks zigzagging in and out of different lanes. Trolleys also are the cheapest people movers since you can hook two, three, or four together and run them as trains. In addition, they're an ecological joy since they don't give off noxious gases.

Their greatest drawback is that they are cheap and convenient. The rage now is to build subways which have to be the most expensive form of transportation ever devised by the mind of man. Furthermore, the only reason for subways is to preserve the streets for yet more automobiles, hardly a desirable longrange social goal. With thousands of miles of trolley tracks already laid, although covered with asphalt, there's no reason why every city in the country couldn't have an excellent new transportation system within five years, so this is Nicholas Van Hoffman with Spectrum saying when you hear the clang, clang, clang of the trolley, or light rail vehicle, cheer.

COMING EVENTS

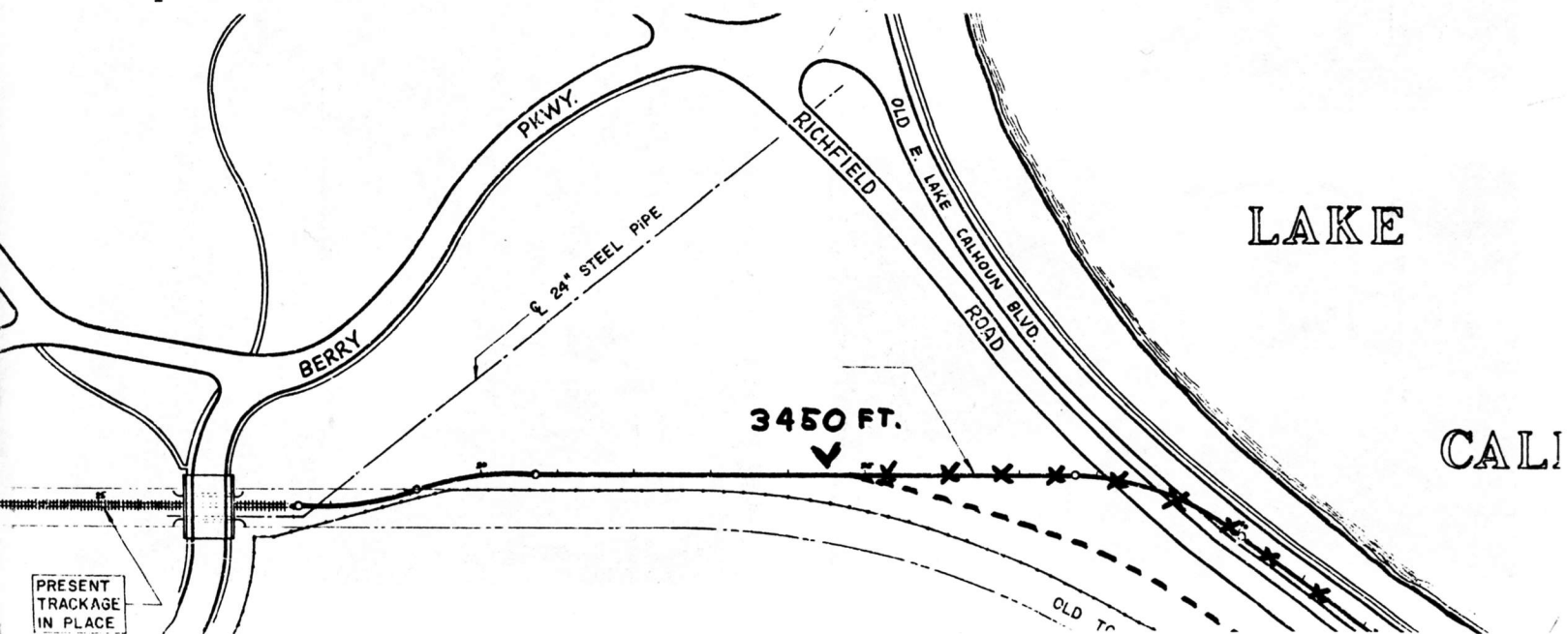
(Members, please note your calendars)

The MTM Annual Membership Meeting - January , 13, 1976

---This is our big General meeting of 1976. The general reports will be given , election of officers to be conducted. Plan to attend, now!

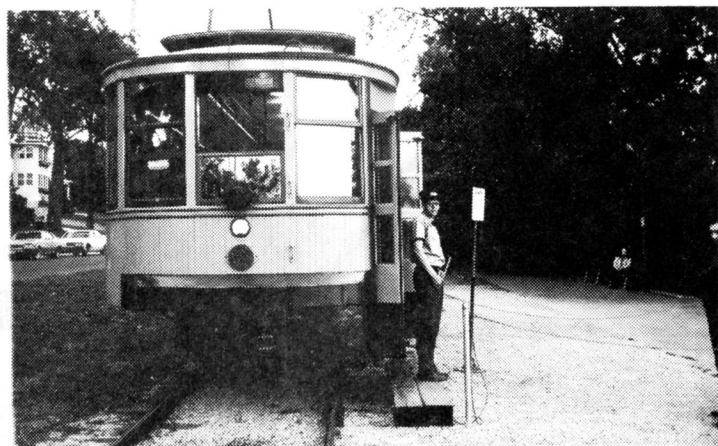
The Train Convention Nov. 1 & 2 Louisville, Ky. --Next year, 1976, the Train Convention will be ours! MTM will host! If you're interested in helping on this one, please call the Sandbergs. (890-2830)

MTM's NEW TRIPLE COMBINE ----- The story of this great new museum acquisition in the next issue!





Vignettes from the Summer of '75 at Como-Harriet, our happy guests relive history on the "Trolley of Summer". Lower left, conductor, Dave Norman, poses for the camera between runs.





MINNESOTA STREETCAR MUSEUM

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We Make Minnesota's Electric Railway History Come Alive!